



Official and Classified ADVERTISEMENTS

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WILL BARBER
ADVERTISEMENT MANAGER



fishing news

September 1, 1978.

No. 3394

Est. 1913

20p



OFFICIAL AND PUBLIC NOTICES

NOTICE TO MARINERS

SHELL EXPRO'S GASLINE

The line trenching vessel "Jet Barge IV" commenced operations on St. Fergus to Brent Field Gasline on 22 July, 1978.

This vessel deploys ten anchors during operations namely six bow and four stern anchors. The moorings and buoys can extend to a distance of 2,000 feet from the vessel. Two anchor handling vessels are also employed by the vessel frequently adjusting the anchor pattern.

A wide berth is requested by all vessels. Initial position of commencement of operation at KM 7 57 DEG 37' 30" N. 01 DEG 37' 00" W and vessel will thereafter work on sections of said line to KM 100 at 58 DEG 20' 00" N. 01 DEG 09' 00" W. Estimated duration of operations 45-60 days.

The 'Bar 316' will commence operations in position 58 DEG 32' 04" north 01 DEG 02' 11" west and continue trenching in a shoreward direction for a distance of 23KM. The 'Bar 316' lies to six anchors and these anchors may be deployed to a distance of 3000M from the barge.

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POR Sale 6L3 114hp Gardner engine 2.1 reduction gear and propeller, engine being replaced but in good order, fresh water cooled. Telephone: Arbroath 73950 or 76442.

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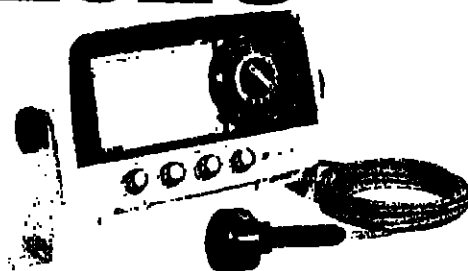
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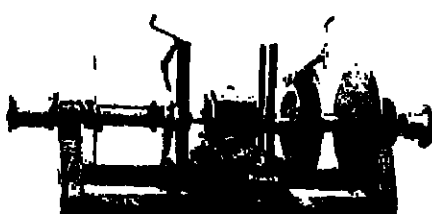
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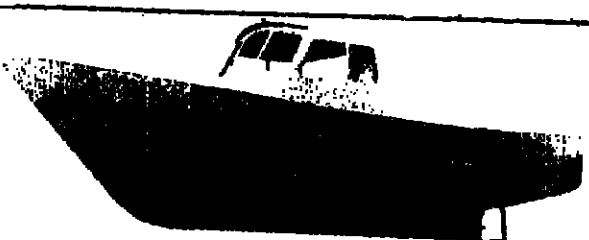
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SALMON

From page one
The Tweed Fisheries Act of 1969 remedied some of the antiquated arrangements from the 19th century acts by introducing local authorities into the management of the Tweed fishery.

Nevertheless, point out the NFFO, the representatives of landowners and local authorities are not the representatives of the sea fishermen although the jurisdiction of the Tweed Commissioners extends five miles out to sea.

The NFFO is also critical of the legal consequences of the acts. These place an onus of proof that a salmon in someone's possession out of season, was not taken contrary to the provisions of the Act, on whoever has the fish, would appear to embody a presumption of guilt.

The stigma of a court appearance, and possible fine, simply because a fisherman has in his possession a salmon which might be from the river, is unusually harsh.



Workers from the threatened Ross Foods factory at Hull moved across the Humber to protest.

'SAVE OUR JOBS'

DEMO HITS GRIMSBY

WITH A call for a general election expected shortly, there is growing concern among fishermen about who is going to take over the mantle of Minister of Agriculture and Fisheries if the Conservative Party is successful. There is no doubt that whoever takes over the post, they will be haunted by the shadow of John Silkin, who, with his strong action of conservation, now commands wide respect from the industry.

In the present shadow line-up, John Peyton is the man pencilled in by Mrs. Thatcher for the job. Just lately we have seen Mr. Peyton tentatively dipping his toes in fishing waters to test the temperature; the result has almost been frostbite.

Reaction by fishermen to Mr. Peyton has been decidedly cool. Whatever his attributes in other spheres, he does not seem to catch the imagination when it comes to fishing.

With EEC negotiations at an impasse, he has missed the opportunity to talk about new lines of approach a Conservative government might open. This only confirms suspicions that a new Government might not have any special policy on fishing.

Among Scottish fishermen, an awareness of the danger of this situation is becoming apparent. Eyes are being cast around at Conservative members they would have confidence in as a Minister. Top of the pile seems to be the member for Angus and Mearns, Alick Buchanan-Smith. A man able to talk eloquently about fishing in Parliament and communicate easily and effectively with fishermen, Mr. Buchanan-Smith has an excellent track record in fishing.

A former shadow spokesman for Scotland, Mr. Buchanan-Smith has always kept in close contact with the problems of the fishing industry. He also fits the bill on the agricultural side of the ministry as he is from a farming background.

If Mrs. Thatcher becomes Prime Minister, it remains open to doubt whether she will be influenced at all by the lack of impact Mr. Peyton has made on the fishing industry. History will be sure to repeat itself; the man she appoints will be primarily for agriculture, with fishing as an afterthought. This leads back to the old argument of the need to have a separate fisheries ministry.

fishing news

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New pursers for Shetland island fleet

THE SMALL Shetland island of Whalsay, which already has four powerful purse seiners, is to get two more. Both vessels are being built in Norway at the Sigbjorn Iversen shipyard with money put up by the Norwegian Government.

Per head of population Whalsay, with 900 people, must be one of the most powerful fishing communities in the country. The island is almost totally reliant on fishing.

The first of these 106ft. vessels is due to arrive around November and has been ordered by Skipper Laurence Irvine and partners as a replacement for *Antares* (now sold to Fraserburgh).

The other vessel is a new order by eight young fishermen. One of the partners in this new venture, David Hutchison, told *Fishing News* that finance was not available from the WFA/HIB so the Norwegians put up an 80 per cent loan at eight per cent interest to get them started.

Norway is not only scooping up the new vessel orders, but her gear manufacturers are also cashing in.

Both vessels will be equipped with six RSW tanks and have Karmoy deck gear. The new *Antares* will have two Simrad sonars and echo sounders, as well as Wesmar sonar from America. She will be similar in design to *Lunar Bow*, but with a lower wheelhouse.

For main propulsion both vessels will have 1,000 hp Mirrele-Blackstone engines.

Skipper Irvine expects to be trying the south-west mackerel grounds with the new *Antares*. Although heir fishing is now banned, he told *Fishing News* that there was plenty around on the grounds.

Commenting on the lack of finance for building new vessels, a White Fish Authority spokesman said that at present purse seiners did not have a chance. Due to lack of funds from the Government a "policy of containment" is now being applied.

"Broadly it is a replacement of old vessels by new ones."

'PERMANENT' DEAL

ABERDEEN trawler owners have met with representatives of the Fishing Section of the TGWU and agreed to draw up proposals for a decausulation scheme as a "basis for discussion."

Mel Keenan, district officer of the union at Aberdeen, said that he felt "some progress" had been made.

The union has for some time been campaigning for improved conditions for trawlermen.

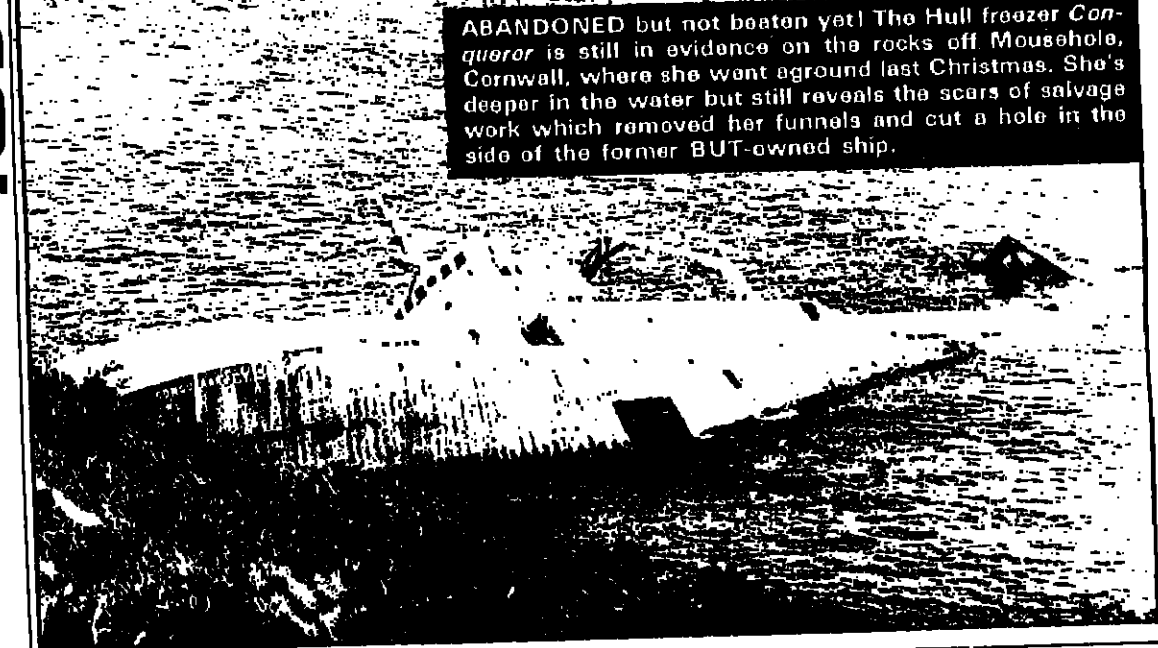
At a future meeting, Aberdeen trawler owners will return with "some concrete" proposals, added Mr. Keenan.

Robert Allan, chief executive of Aberdeen Fishing Vessel Owners' Association, stressed that they had agreed to produce proposals for discussion on the understanding that the preparation of such a scheme would take time. He added: "This concept would be a major change in the whole employment pattern of the industry."

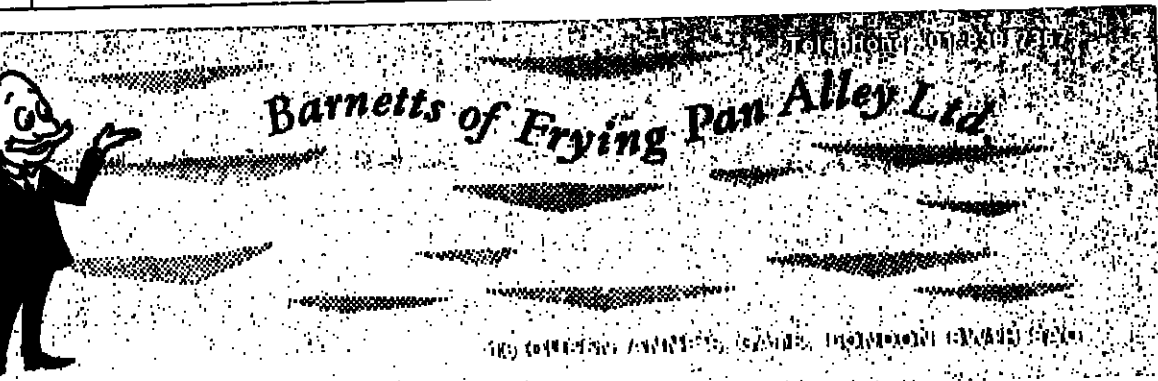
There were national as well as local issues to be resolved and Mr. Allan said the owners were approaching the negotiations in a "purposeful way."

Meanwhile a ballot of trawlermen at Aberdeen, which has 100% union membership, is in its second week. The vote is to find out what support industrial action would have.

The trawlermen's committee chairman, Jim Allan, said that indications were that the trawlermen were "100 per cent behind our moves for decausulation."



ABANDONED but not beaten yet! The Hull freezer *Conqueror* is still in evidence on the rocks off Mousehole, Cornwall, where she went aground last Christmas. She's deeper in the water but still reveals the scars of salvage work which removed her funnels and cut a hole in the side of the former BUT-owned ship.



Barnetts of Frying Pan Alley Ltd

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

Mr. Alan Jenkins,
c/o Beldanfeld & Nicolson, London, S.W. 11.

My Dear Mr. Jenkins,
I loved it. Really loved it. So very enjoyable. I laughed as merrily as when I first informed of the intricacies of the financial world of love. I'm tremendously grateful to you for writing it. Oh, sorry! Your new book, I mean. The fish club.

You tell a fascinating, original and engrossing story of the almost unbelievable spending habits of the world's very richest people... the filthy rich, biceps men, acquisitive rascals of vast bundles of lovely folding money, paid, oil, skins, precious stones, land and property. To the rest of us poor mortals, it makes their financial habits and eccentricities righter than right... didn't they spend well?

At first, as a careful-to-mann man myself, the Henry Ford of the fish world, I was incredulous and reckoned you must be having us on, and were sending up my financial betters. But reading on, and I couldn't stop, I realised it just had to be true, and this was the fantastic, amusing end-product of your many hours of research; a privileged seen at those who really had it - in trumps - and fought long and hard to ensure that they didn't take it with them. And justice was done: they didn't.

The names of your chief money-bagger characters come straight from the financial pages of a Who's Who of multi-millionaires: Calouste Gulbenkian - Mr. Five Percent, himself; bearded, orchidaceous son, Hubar - one of the favourites of the old, real Carnice - whose ex-wife, Doris, I chat to each week, as she's now in the same nursing home as my mother; Andrew Carnegie, the Scottish philanthropist; the Astors and the Vanderbilts, and His Exalted Highness, Sir Mir Osman Ali Khan, the Nizam of Hyderabad, once the richest man in the world; Paul Getty, strange recluse; Howard Hughes, the even stranger recluse; and Alfred Krupp von Bohlen und Halbach, Nazi armament tycoon, whose workers had to be in possession of a signed note from their foreman before being allowed to leave their work to go to the lav... try that little number on at British Leyland during the Labour Party conference!

My special favourites are - or were - Gordon Selfridge and Prince Aly Khan; both fond lovers; the storeowner, an early 20th century sugar-daddy, and the Prince busy throwing the good stuff around on girls, 30 years later. I was once told that during the height of his infatuation for Jenny Holly (who was half of the beautiful Hungarian Dolly Sisters' act), Mr. Selfridge would send a plane, each morning to Paris, to bring back fresh hot croissants in time for his darling's breakfast in London. Little wonder the poor old chap finished nearly penniless in his queues. But he did leave his stone and glass monument in Oxford Street: "This world famous store needs no sign above its door".

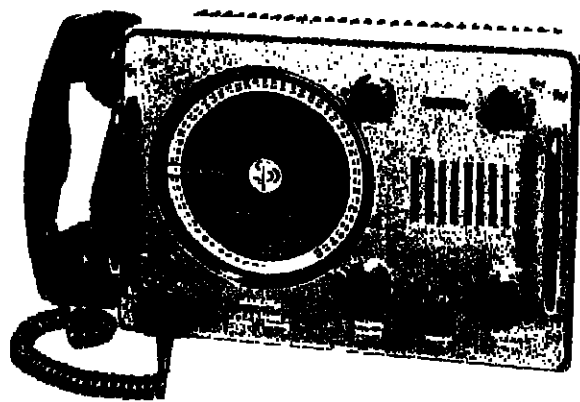
I reread your story of Aly Khan "mooing and pursuing Lady Furness with daily mountains of roses". Had it been his father, the Aga Khan, so involved, he would most probably have shown his affection by buying her the Chelsea Flower Show. But you did cause me just a little disappointment. About 12 years ago, when I was helping to run the family smoked salmon business in Frying Pan Alley, we received a visit from a chap who made a lavish purchase, paying by cheque, signed, "Baroda". But sadly, the Maharajah did not arrive on one of his state elephants from whose less exotic method of transport - a taxi from the Dorchester. What a last-ditch for us poor, simple, starving peasants in the Alley.

When you write the sequel - The Really Rich Rich Rich - please include my Chairman, whose fortune bears no resemblance to the pitiful wage he pays me. Again, many thanks, Mr. Jenkins.

M. Barnett of Frying Pan Alley

... and me

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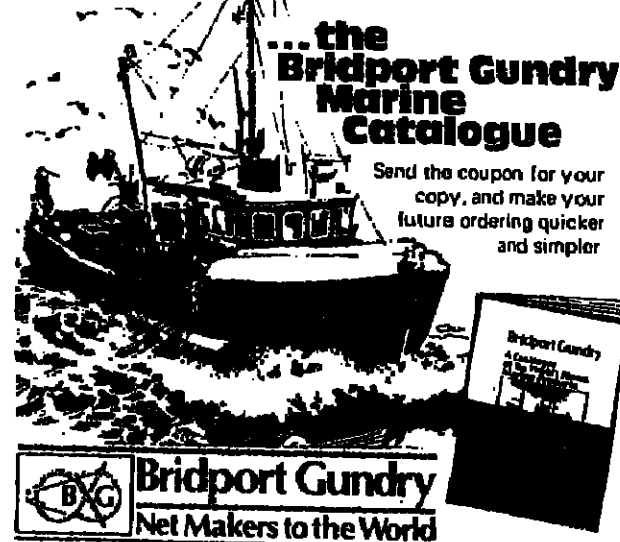
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Top trawler axed MANX HERRING 'CARVE-UP'

ROSS KIPLING, Grimsby's top grossing trawler so far this year with earnings just short of £300,000 from 14 middle water trips, was laid up last week by owners British United Trawlers.

Ross Kipling was the only former distant water trawler operating from the port in home waters.

Recently the company withdrew the three sister trawlers *Ross Kelly*, *Ross Kelvin* and *Ross Kashmir* because there is not the demand for the type of fish they were catching.

Now the decision has been taken to stop *Ross Kipling* — easily the most successful of the quartet of former deep-sea ships. Any doubts about this move were completely vindicated last week when *Ross Kipling* came back to Grimsby with 1,181 kits after 15 days on the Westeries and saw over half the catch either carted away to meal (433



Ross Kipling — codley trip ties her up.

kits), sold for animal feed (55 kits) or knocked down to the salters (108 kits) at give away prices. Half her catch was codley.

The trawler ended up with just £14,520 which is nothing like enough to cover running costs.

This means BUT now has just 11 middle water wet fish cat' class 130-footers working from Grimsby, plus the

slightly larger *Ross Juno* which was originally built for Faroes/Westerly fishing. She has worked the distant water grounds and has just resumed fishing after repairs to collision damage.

A spokesman told *Fishing News* that BUT hoped to put some of its laid up Grimsby tonnage back fishing before the year is out, but August and September are always bad months for trawlers.

Bay fish tested by panel

A SURVEY in the north-west of England, sponsored by the Fisheries Ministry and the Department of Health, is aimed at proving Morecambe Bay fish are safe to eat.

Last year a study of 12 high fish eaters from the Morecambe Bay, Liverpool Bay and Plymouth areas showed that there was no risk of eating fish and shellfish caught there.

Now the department has launched a much larger survey. British Market Research Bureau workers have been living along the coast between Liverpool and Whitehaven — an area of high industrial charges into the sea. By results will be compared with those of a panel of people living near the Thames Estuary — a low pollution area.

There are 500 people in two panels and they will be blood and hair sample taken. Next January 12 February 50 people in each area will keep a diary of what they eat and, during final week, they will be asked to cook extra fish and shellfish for analysis by Government chemists.

A Fisheries Ministry spokesman said that similar surveys are held regularly in other parts of the British Isles, but last year's survey was the first to involve Morecambe Bay.

CONTRIVERSY

is raging over the share-out of Manx herring licences by the Isle of Man Government.

One fishermen's leader at Fleetwood, who is a member of the Manx Herring Advisory Committee, has resigned and handed back his licence in protest at what has been described as a 'carve-up'.

English, Irish, Welsh and Scottish fishermen have been given 120 licences for the season which is due to close on September 24. This is an increase of 20 on last year, because local boats are now working under a different system.

Scottish boats have got 59 licences, Irish 55 and English and Welsh six. The local fleet is reported to be 'happy' with 28 boats fishing.

This situation provoked the only skipper at Fleetwood to get a licence, David Rainford, chairman of the Fleetwood Fishermen's Association to hand it back.

The boats are now working on a two units a man a day

Fleetwood owners had prepared several vessels to take part in the fishery and, with extra licences this year, Skipper Rainford said that there had been informal hints that these boats would get licences.

Mr. Rainford has now written to the Isle of Man Fisheries Board protesting at the 'shabby deal' and pointed out that 12 new licences had gone to Scottish boats who did not normally fish the area.

Another licence was issued to Fleetwood this week. The owner of a boat from Portavogie, Ireland, is understood to be enlisting the help of his MP because he feels that there has been discrimination in his boat not getting a licence.

The boats are now working on a two units a man a day

Two fined after radio is tracked

AN INTERNATIONAL fish firm and one of its employees were fined at Falmouth Magistrates Court last week for operating an illegal radio to pass messages to Russian factory ships transshipping catches from British vessels.

Thomas Ciechowski, and Joint Trawlers (International) Ltd. of Reigate, pleaded guilty to the charge of using the station without a licence. Mr. Ciechowski was fined £100, with £50 costs, and Joint Trawlers was fined £100, plus £200 costs.

Following complaints from the coastguard, Post Office Eastern Bloc ships of the investigators moved into the shore price for fish.

Billingsgate

FRUSTRATED OYSTERS

SO YOU THINK it has been a bad summer! Just imagine how much worse it has been for an oyster.

You've been able to snuggle-up under your duvet — and you can even turn on the electric blanket for a spot of warmth if that is what you require to release your libido. Heat may not be essential to humans (although the shrinking quantities of cold baths have long been noted) but for the oyster there is no urge until the water warms up.

A cold spring, followed by a cold summer, has meant that the sex life of our natives has been much depressed. Both tetterhood and motherhood is denied and that comes extra hard when you are used to being both!

In turn this means that the patter of tiny spat falling from the plankton to settle in a stony nursery will again not be heard this year and that does not auger well for the stocks in four or five years' time.

Now, suddenly, our belated summer seems to have arrived. At least we have had the three odd days when the sun shone. What effort will this have on the frustrated oysters? It could be that the warmer water will stir them into action and we could see the rare phenomena of an autumn spawning.

That might be all right for the oysters, but it would not be very good for the trade which is geared to start selling oysters in September. The whole of that date for the beginning of the season is based on spawning taking place in the late spring/early summer. The oysters, exhausted and thin after their exertions, then have the rest of the summer with its more plentiful food to recover, so that when they are harvested in the autumn they are again fat and juicy.

If spawning is delayed until the autumn, the best of the feeding season will have gone with the sun and the oyster planters and merchants will have a difficult job of selection to ensure their usual high quality. So the prayer mats are out and the plea is for a few September frosts.

In the meantime, the new season's price has been published. Generally they are up by 12-14 per cent, so that Nos. 1 and 2 Billingsgate, are £28 per 100 and Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

New inshore quay?

A NEW SERVICE base for inshore vessels at Aberdeen looks like getting underway shortly.

Aberdeen Harbour Board has reached agreement with the fishing industry joint committee to replace Mearns Quay West, on the River Dee.

The expected cost of the work is £900,000 and the board will be submitting details of this scheme to the Department of Agriculture and Fisheries with a view to obtaining grant aid.

Detailed design work is now at an advanced stage and it is hoped to invite tenders in the autumn.

Meanwhile, the Harbour Board's temporary fish market facilities at Pacific Wharf are now in full operation. A temporary

fish market building has been erected at Pacific Wharf and a fleet of electric trucks also provides transport for boxed fish from Commercial Quay East to the section of the old Commercial Quay West fish market remaining in operation.

Work on a permanent new fish market building at Palmerston Quay is now in progress, and this is expected to be complete at the end of the year.

In addition, the board is seeking Department of Agriculture and Fisheries approval of tenders for a further fish market building at Albert Quay, which is in progress of reconstruction. If approval is received, it is expected that work on the Albert Quay market building will also start soon.

FISHING DEATHS:

let's get the facts behind the figures

SIR, I refer to the Under-Secretary for Employment's statement on accident and death rates in the fishing industry compared with coal mining and others in *Fishing News*, August 11. Comparisons are odious and certainly not very helpful in this context.

It appears that the Under-Secretary has included in his fatal accidents all known deaths at sea of fishermen, as is indicated by the number of 84 for 1968 when 59 fishermen were lost in three casualties to vessels off Ireland and the figure 73 for 1974 when *Gaul* was lost with all 38 hands on board.

While on cannot quibble at these numbers being included it is manifestly obvious that fishing is a hazardous occupation but, at the same time, having got the numbers of these deaths right I would question his incidence rate per hundred thousand in that I doubt very much if he knows the population at risk.

I would suspect that the Minister has based his population of fishermen upon the number of berths in registered fishing vessels, and it is my experience that the number of berths available bears no relationship to the number of fishermen who sail during a particular year and are, therefore, at risk.

As medical adviser to the deep-sea fishing fleet of Hull, I have been maintaining a register of deaths and population figures and I have also

LETTERS

been studying the causes of death and the circumstances surrounding those men found "missing at sea presumed drowned or killed".

From my experience in the Hull deep-sea fishing industry the figures are given in the table.

Studying these deaths in the Hull deep-sea fishing population over the years concerned reveals several facts. The first is that a disaster of the order of the *Gaul* loss will distort incidence rates of deaths tremen-

dously. But, having said this, who can or has been able to say what was the cause of the loss of *Gaul* and what could have been done to have prevented it?

The second fact to emerge is that, on study of the circumstances occurring immediately prior to the loss of those "missing at sea presumed lost or drowned", it comes to light that out of 19 at least five were, by my diagnosis, suicides and six more likely, in that there had been change in character, temperament and behaviour of the individual prior to his loss and there were no "accidental" circumstances

Year	Accidental deaths	Population at risk*	Number of berths available
1970	Nil	3,000	1,951
1971	4	2,944	1,931
1972	3	2,980	1,918
1973	7	3,264	2,041
1974	40 (Incl. 38 <i>Gaul</i>)	3,213	1,896
1975	8	2,788	1,694
1976	3	2,218	not available
1977	1	1,981	not available

* (Number of fishermen, all ratings who sailed during the year in Hull deep-sea fishing vessels)

Silkin flies high

FISHERIES MINISTER John Silkin was homing in on foreign fishing effort inside British waters last week when he took a trip in an RAF Nimrod aircraft over the grounds. Mr. Silkin is seen at the controls with the captain, Lieut. Beagrouau. During the trip the Minister contacted skippers on the grounds to discuss their problems.



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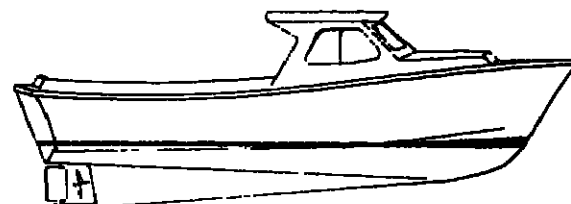
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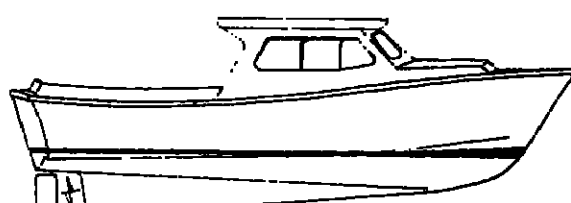
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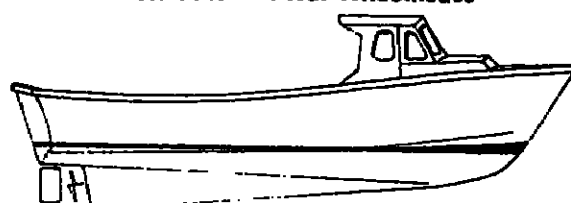
Standard Version



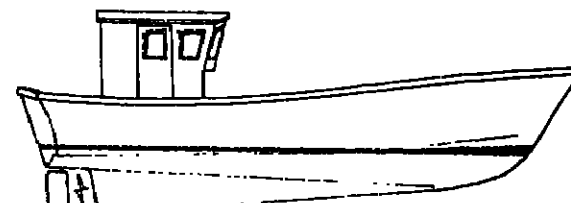
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(Please state which version interests you and whether you require details of part fitting out or a completed vessel.)

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"I HAVE obtained prices of various Norwegian, Icelandic and American power-operated reels and consider them all too expensive for use during our six week cod-ripping season and so I've decided to use less expensive but equally robust hand-operated reels for fishing in depths to 100 fm.

"I have been told that a reel of this type is made somewhere in the Faroe Islands. Can you supply me with any information about it?"

■ The reel you have heard about is the Vega Snellan reel which is deep and narrow in width so that it can be wound easily and slowly when fish are fighting immediately after being hooked, and easily and progressively faster as they cease to fight.

The chief reason for its effectiveness is the automatic brake with which it is fitted. This makes it unnecessary to tend the reel while the line is running out as the brake acts in such a way that it releases or stops the line as required.

If fish are hooked while the line is running out, it stops, thereby providing valuable information about the depth at which fish are feeding.

Normal practice when fishing cod in deep water is to use a 2.5 m. diameter monofilament nylon line to which are attached — in order — a swivel and sixteen 1½-metre, two mm. diameter, nylon traces with swivels between them. To the middle of each trace a rubber seal is attached by a swivel and short dropper.

To the end of the bottom trace is attached a swivel and two kg. lead.

Further particulars and current price of the reel, together with details and prices of the rubber seals, swivels etc. used with Vega Snellan gear, can be obtained from the manufacturers: J. K. Joensen & Sons, 3812 Midvag, Poroyar, Faroe Islands.

Propellers for cobs

"BEFORE I install a new engine in my coble I would like to make sure of the best size of propeller to fit.

I read somewhere once that the owners of a new coble, fitted with a new engine and the size and type of propeller recommended by the manufacturers, experienced excessive vibration and depression of the stern when the engine was opened up.

"I do not want the same thing to happen to my boat and would be glad of any advice you can give me."

■ If I remember rightly, the coble you mention was built in Northumberland and the owners were very worried for a time as neither the builders of the boat nor the manufacturers of the engine could suggest a remedy for the excessive vibration and depression of the stern.

I believe they eventually sought the advice of a well known designer of fishing boats. He went to

John Burgess' Log



Northumberland to investigate and ultimately recommended that a smaller propeller be tried.

Acting on his advice, they didn't fit a new one of smaller diameter and different pitch but merely machined a couple of inches off the tips of the blades of the one in use. This gave more clearance in the tunnel and by doing so solved the problem.

It would seem therefore that it would be prudent to select a propeller which is both approved by the manufacturers for use with your engine and for which there is adequate clearance in the tunnel.

There's no escape!

"I AM going to make a few pots with single top entrances and a few creels with two side entrances each. I should be obliged for any information you can send me about escape inhibitors and how to make them."

■ Inhibitors traditionally used to discourage escape from wide entrance Cornish inkwell type pots include two or three skewers thrust downwards through the wicker entrance. These serve also to hold the bait.

Another time-honoured device consists of a ring of netting descending deep into the pot by way of an entrance.

A modern type of inhibitor is a trap-door which can be made to fit many different types of inkwell and barrel pots. It is made of weldmesh and is designed so that it can be held open when a pot is fishing by a metal fuse. It is a type of fuse which disintegrates through electrolytic action and allows the trap-door to spring shut.

Various thicknesses are manufactured so that you can arrange for the trap-door to shut at a given number of hours after you have set a pot.

An inhibitor traditionally fitted in creels in Scotland consists of a length of wire bent round the top of an entrance ring in two places so that it leaves two legs hanging down and overlapping the inner side of the ring. When a lobster enters, the legs swing back to let it in. When it endeavours to leave, they provide a fairly effective bar to its progress.

A modern version consists of a piece of plastic netting fitted to the lower half of the entrance eye. The weight of a lobster or crab passing through the eye depresses the netting and permits easy entrance. As soon as it is in the creel, the netting flips upwards and effectively bars the exit.

Another type is made by Injection Moulders Ltd. at

Kitchin Place, East Kilbride, Lanarkshire. It consists of one of the firm's plastic entrance rings with a cylinder made of plastic netting attached. The cylinder is fashioned from a 12 x 8in. sheet of chicken mesh polythene netting specially moulded by the firm for this purpose.

Sheets of this kind are individually moulded and have ingeniously incorporated along three edges of them. Along the edges intended to be secured to a ring are twelve plastic arrows, the shafts of which can be bent round the ring and their heads inserted through a slot at the base of each shaft. Along one longitudinal edge of each sheet are five more arrow heads; along the other, five slots. Each sheet can therefore be formed into a cylinder and attached securely to a ring without any lashing in a few seconds.

Although the sheets are produced to fit five inch rings, you can easily reduce them in size with a knife to fit smaller sized ones. And you can cut the length of each cylinder to the exact length you want, leaving a few projecting spiked ends as escape inhibitors.

Wooden bobbins

"DO you know where I can get wooden bobbins for fitting on the ground rope of a shrimp trawl?"

■ You can get them from W. S. Barnard and Son Ltd., West Dock Street, Hull, and is designed so that it can be held open when a pot is fishing by a metal fuse. It is a type of fuse which disintegrates through electrolytic action and allows the trap-door to spring shut.

Mysteries of metric

"CAN YOU tell me where I can find out the equivalent of a kilowatt in horsepower and the equivalent of a ton in tonnes?"

■ Torry Advisory Note No. 40 "Going Metric in the Fish Industry" — by J. Templeton states that a kilowatt is the equivalent of 1.341

ANY

QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

horsepower and that equals 1.016 tonnes. I suggest you get a copy of the note which is obtainable (free) from the Fisheries Research Station, P.O. Box 31, 135 Abbey Road, Aberdeen or The Humber Laboratory, Wessand, Hull.

It will answer any question you are likely to have in future about metric equivalents.

Water in the fuel

"LAST October I bought a boat fitted with a 100 diesel which was in good running order.

"Recently water has got into the fuel tank, probably because there is no drain fitted. I have been told this can be avoided by fitting a filter in the pipeline. What type of filter would be best to fit?"

■ You can fit a filter in the pipeline between the tank and the injection system: prevent any water getting.

Some types are mainly of transparent materials so that you can see how much water has been removed from the fuel. Others are made entirely of metal and have to be changed once a month.

Probably the most sure for your purpose would be a device known as the Har Indicating Water Separator. It is designed to be installed in a fuel pipeline to stop water which may be entered a tank when refuelling or through condensation. It gives constant protection by taking out water by removing coarse solids.

Water is separated by means of a swirl cone. Fuel exit port is located at top of the unit so that fuel may be drawn from above any deposited water.

Unlike conventional filters which have to be inspected find out whether they are draining, the Har Separator provides an automatic signal to indicate that it ought to be drained, if this is ignored, a safe device operates to prevent water escaping into the injection system.

Full particulars about the device are obtainable from T. London (Harwood) Ltd., Holland House, Burgess Road, London SW1W 0AT.

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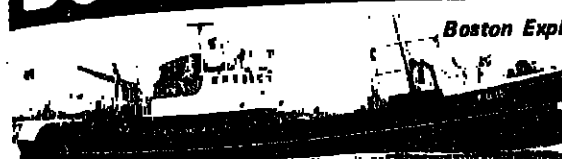
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BOSTON BLOW



£9,529 for two-week trip

FLEETWOOD'S few remaining large side trawlers again made big losses last week with slack fishing on the middle-water grounds resulted in small landings for their class.

Worst hit was *Boston Explorer*, commanded by Skipper Bill Anderson. She returned to port after 14 days with only 402 kits (300 of haddock) which sold for £9,529.

On the same day the 164ft. *Ella Hewitt* fared little better. Skipper Joe Newsham sailed the vessel in with 448 kits, including 25 of cod, 250 of haddock, 40 of roker, 10 of ling and 50 of squid, which sold for £10,849.

In contrast to the misfortune of these side trawlers was the success of the stern pair trawlers *Armana* and *Navea*. Skipper Tom Christy in *Armana* landed 909 kits — 10 of hake, 465 of cod, 100 of haddock, 150 of coley and 30 of ling — which sold for £28,822.

Navea, with John Burns in command, made £18,649 from 684 kits, including 215 of cod, 135 of haddock, 200 of coley and 10 of ling. The vessels had been at sea for 15 days.

Good coley fishing helped the single-boaters *Boston Stirling* and *Boston Blenheim* to reasonable grossings.

Boston Stirling (Sk. Bill Bridge) landed 1,137 kits, which was one of the biggest middle-water catches in months, to earn £18,234. The catch included more than 850 kits of coley and *Stirling's* grossing reflects the in-different demand for the variety.

The larger *Boston Blenheim* (Sk. Brian McAvoy) had 800 of coley in her total of 1,020 which sold for £18,017.

The port's Icelandic connection continued with landings by two small vessels. *Sneljon* had 627 kits, including 190 of cod, 100 of plaice, 225 of haddock and 30 of coley, for a grossing of £18,000; while *Drifa* made £14,950 from 450 kits.

While the vessel waits for a new permanent partner, *Efficient* will team up with top pair trawling skipper Colin Spall in *Sunlit Waters*.

Efficient arrived in Grimsby last week and Skipper Jacklin, who had intended working the vessel as a single boat North Sea trawler, could hardly have hoped for such good luck in getting paired-up.

Both vessels operate through the Tom Sleight (F.S.) Ltd. agency.

Sunlit Waters had already been linked with various other Grimsby pair trawlers, but nothing definite.

NEWLYN'S new 83-footer *Ghi Pat III* sailed into her home port over the Bank Holiday weekend and immediately started to make ready for her maiden longlinging trip from the Cornish port.

McTay Marine of Merseyville built the £480,000 steel-hulled liner-trawler for the Thomas family.

Her skipper is Tommy Thomas (56) and with him are his two sons, Sidney (28) the engineer, and Roger (25) the mate, plus five crewmen.

She is named after Mr. and Mrs. Thomas's daughter, Pat, which continued a family tradition.

Ghi Pat is the third boat of the same name. "I am well pleased — she is a fine ship", said Mr. Thomas. He congratulated McTay and added "This increase in size gives us the scope for the work."

Mr. Thomas said: "The more they control the machine, the better it will be for fishermen and for everybody."

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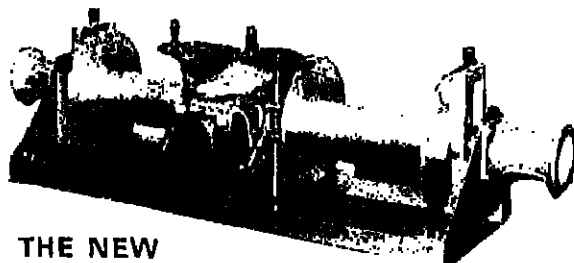


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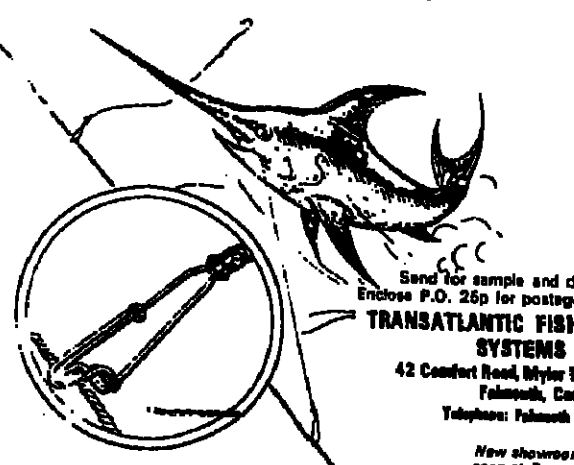


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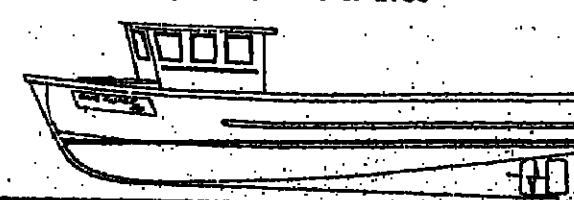
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Longlining system

From page nine

the shooting tube and through a fairlead, into the sea at the stern of the vessel.

The installation of the shooting tube was suggested by the WFA after one crewman was victim of a common accident on line vessels — being hooked through the finger and dragged towards the stern.

The suggestion was to enter the hooks into a slotted tube before clipping the snoods on to the line.

In addition to enabling shooting to be carried out with much greater safety, the tube and fairlead prevent the line fouling the stern of the vessel during manoeuvring.

The line used on *San Joseph* is 8mm dia. spun nylon Greenfil, supplied by Bridport-Gundry. Snoods are each made up of a Mustad round bent No. 7 hook with a swivel, attached to a Lühr Jensen LJ70 snood clip by 1mm dia. rigid stainless steel wire. The overall length of the snood, including the clip, is 305mm. Although this is quite short by normal standards, the snoods appear to be just as effective as longer ones.

The snood storage carousel, mounted forward of the line drum, rotates around a vertical spindle fitted with a brake which enables the structure to be locked in several different positions.

Housed in the carousel are 20 racks carrying 200 snoods each, i.e. a total of 4,000 snoods.

Each rack can be extended, or, if necessary removed from the carousel for baiting, shooting and hook replacing when hauling. The racks can be inserted or removed from either end of the carousel.

Before commencing the shooting operation, the carousel is rotated to a position convenient for attaching the snoods to the line.

A buffer store of baited snoods is then built up. This is done by taking several hundred snoods from one of the racks, baiting the hooks with mackerel and placing the hooks over a sloping wire which feeds down to the shooting tube.

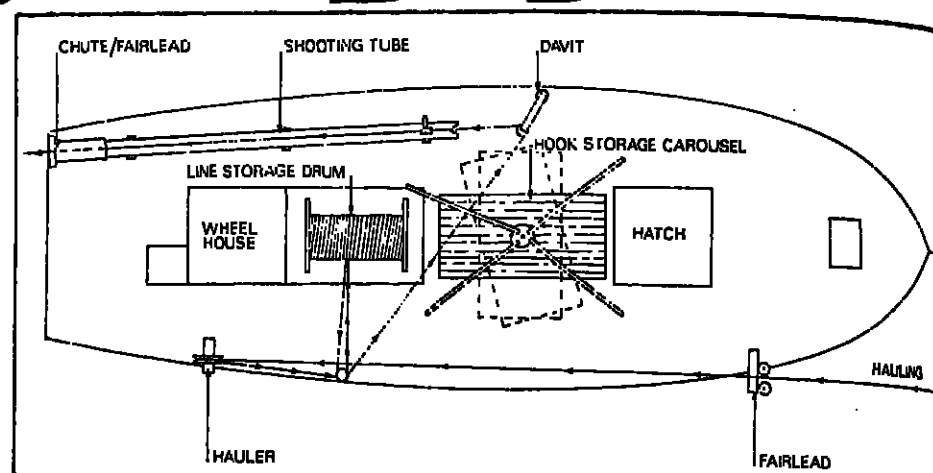
Opportunity is also taken at this stage to load the shooting tube with baited hooks ready for clipping on to the line.

After this has been done, the line from the drum is threaded through the various blocks and fairlead to the stern of the vessel. A dhan is then attached to the end of the line and streamed away, the line being drawn off the drum by the way of the vessel. After sufficient line has been paid away, an anchor is attached and shooting commences.

This is a three-man operation. One man, stationed in front of the carousel, takes one snood at a time from the rack, baits the hook and places the snood on the sloping wire to maintain the buffer store.

The second man takes the snoods off the wire and enters the shooting tube. The third man, stationed alongside the shooting tube, clips the snoods on to the passing longline at the required spacing.

When all the snoods on the first rack in the carousel have



Above: the layout of the snood clip system on *San Joseph*.

been used, the rack is pushed back into its retracted position and the next one is extended for use. Having emptied all the racks on one side of the carousel, it is then swung through 180 degrees to bring the racks on the opposite side into use.

Once all the snoods have been shot, the second anchor and dhan are attached to the line.

When ready to haul the gear (typically after about two hours), the vessel approaches and retrieves the dhan, anchor and end of the line. The line is then led over the fairlead and hauler to the drum, the hydraulic pump is clutched in and the hauler and drum set to haul.

As the hooked fish come up to the fairlead, one man unclips the snoods from the line and places the fish on one side to await hook removal and

possible in the traditional method since the snoods are applied to the line.

8. *Less arduous work.* The carousel obviates the need to move heavy baskets around the deck and shooting can be a sit-down operation.

Now that the system has been proved, the WFA is producing drawings for a commercial carousel. This will be based on a standard module which could be built up in a number of ways using different mounting systems to provide storage for 2,000, 4,000, 6,000 or 8,000 snoods.

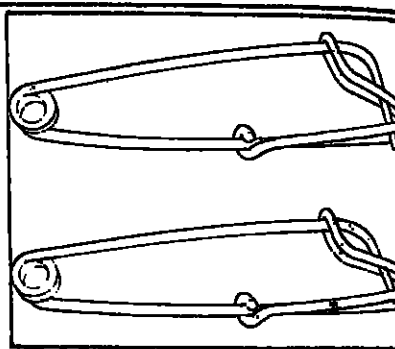
Meanwhile, skippers from all over the country take time off to visit Falmouth to discuss the system with Brian Magee.

Transatlantic Fishing Systems is continuing to supply large numbers of snood clips and other longline equipment to all parts of the UK and also to several overseas countries, including Brunei, Denmark, the Faroes, Iceland, Malawi, Norway and Sweden.

Transatlantic is to market and develop the system further — possibly to include automatic baiting and clipping-on of the snoods.

Further information on the snood clip system and carousel can be obtained from: Transatlantic Fishing Systems, 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall, or White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, North Humberside.

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Right: the two types of snood clips. The top one is for 7 to 12mm dia. lines and the other for 6 to 7mm dia. lines.

There is little doubt that this method is slow, inefficient and unsafe, particularly where inexperienced crews are concerned.

The advantages of using the snood clip system with carousel are:

1. *Faster hauling.* Hauling can be continuous since the fish need not be removed from the hooks during hauling. The snood, complete with fish, is simply unclipped from the line and placed in the deck pound until later.

2. *Reduced turnaround time.* The gear can be baited and shot again immediately after hauling. As mentioned earlier, this cannot be done in traditional lining.

3. *Increased safety during shooting.* Since the snoods are clipped to the line with the hooks enclosed in the shooting tube, there is no risk of a man being snagged by a hook should there be a sudden surge in the line.

4. *Saving in deck space.* Storage of the line on a single large drum and the use of a carousel for the snoods enables a great saving to be made in the space the gear occupies on deck. The traditional method requires 20 baskets for a line with 4,000 hooks, and even if GRP bins are used, seven of these (holding 600 hooks each) are required.

5. *Easier handling.* The use of snood clips and an efficient storage system enables longlining to be carried out with a relatively inexperienced crew. Traditional longlining requires a well-practiced crew to work the gear efficiently without major tangles.

6. *Easier repairs.* Since the snoods can be unclipped from the line, damaged hooks can simply be rejected. With traditional lines, a lengthy period has to be spent overhauling to maintain the hooks in good condition.

Variable snood spacing. The spacing of the snoods on the line can be varied to suit the type of fishing. This is not

'Margrethe' makes £31,847 BOJEN 'PAIR' TOPS RECORD

GRIMSBY'S top pair trawling team — the John R. agented *Margrethe* Bojen (Sk. Jens Bojen) and *Frances Bojen* (Sk. John Richardson) — added another £5,059 to the port's pair trawling grossing record last week.

Their massive combined haul of 1,535 kits of codstuffs sold for £52,808 during one of the best spells of late August trade in memory at the Humber port.

It was the eighth time this outstanding team has broken this record since *Margrethe* Bojen was built in spring 1976. Even though it was the first time the pair has bettered the old record this year, the vessels have been very close to the old figure of £47,749 on three previous outings.

Both vessels were at sea for only ten days but, owing to heavy landings on Thursday, August 24, only *Margrethe* Bojen was discharged.

Frances Bojen had to lay over a day until the Friday market.

After a £31,847 grossing from 898 kits by *Margrethe* Bojen, a new standard was never really in doubt. Only the complete collapse of the Friday market could have spoilt their chances.

A spokesman for John R.

worst effect of the delay was that *Frances Bojen* was late in the ice queue which meant she could lose fishing time. The grossing would almost certainly have been larger had they both landed on the same market.

"The edge had gone off a little by Friday, but it was very good fish and still sold very well indeed."

Not only was it the first time a pair team had bettered £50,000 in a trip, but the £31,847 grossing by *Margrethe* Bojen was the best by any single vessel during the week; also the first occasion a vessel under 80ft. had topped £30,000 at Grimsby.

Best shelf cod made around the £60 per 10-stone kit mark all through the week and anything sizeable in the way of cod or haddock sold particularly well.

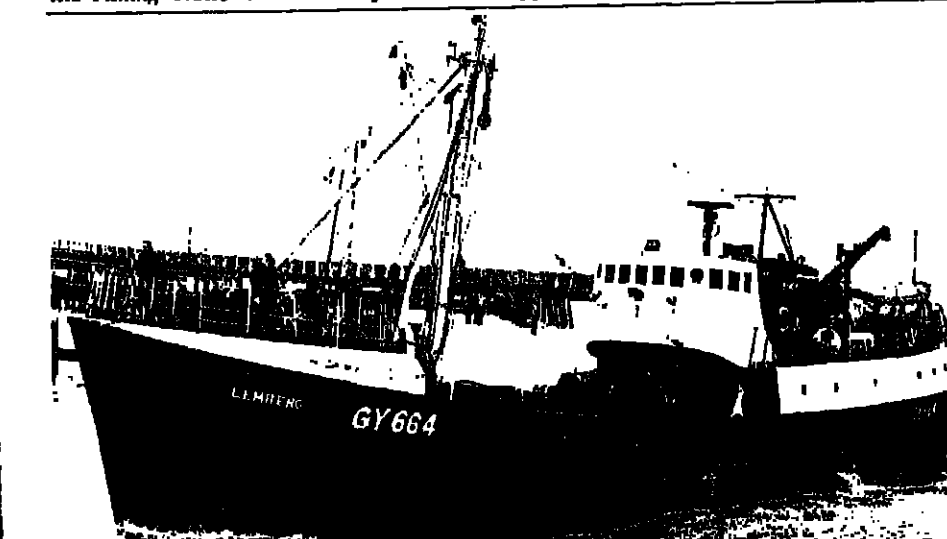
There were more big grossings from the port's anchor-seiner fleet and nine "snibbies" mustered more than £10,000 as the weekly landings, heavily augmented by overland supplies, soared

above 30,000 kits for the week.

Danbrit's *Helga Maria* (Sk. Michael Mayer) looked set to take the honours with an early £12,652 from 374 kits of cod and a few plaice. But Skipper Villy Thomsen in *Rasmusine*, looking for a figure around £15,000 to become the first Grimsby seiner to pass £100,000 during the course of a year, came in with 412 kits to beat everyone. Yet she still fell just short of the target with a £13,984 tally.

On the trawling side there was a definite improvement over recent weeks. Top tripper was BUT's *Ross Civet* (Sk. Alan Redpath) with 1,027 kits, including 280 of codstuffs and 680 of coley, worth £25,023 after a 17-day Faroes trip.

However, as the week wore on the salters moved in to 'save' hundreds of kits of coley, while 433 kits landed by *Ross Kipling* in a turnout of 1,161 kits went for meal as the former distant water ship grossed a disastrous £14,520 (see page four).



Lemberg — just short of £15,000 for her top-earning trip.

Career best by 'Lemberg'

THE GRIMSBY North Sea trawler *Lemberg* grossed a career-best £14,973 from 428 kits after a 13-day trip from the Humber port last week.

It was a quality plaice trip — including 100 kits of cod and codling — which gave the best ever return made by the 117ft. trawler in 17 years at Grimsby with Lindsey Trawlers.

The small family business has always maintained a strong interest in North Sea trawling and, in recent years, has concentrated on the North Sea grounds with small, fairly economical trawlers.

Owners at Grimsby are laying up more and more trawlers and vessels are being offered for sale because of the huge losses, but the grossing by *Lemberg* (under relief skipper Albert Wright) is the latest of several good trips put up by the six-strong Lindsey fleet.

In the recent past the firm has had a tremendous struggle to keep in fishing, often subsidising trawlers from its other interests. Although far from out of the very real difficulties facing all

trawler owners, the firm's persistence seems at last to be paying off.

RUSSIA is being asked by Norway to account for its action in stopping two British vessels fishing in the "grey zone" of the Barents Sea.

Both trawlers — *Coriolanus* and *Arctic Buceancer* — were operating with licences issued by Norway.

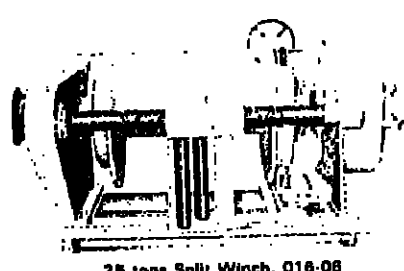
The Oslo newspaper *Aftenposten* reported that a Russian inspection ship had intercepted the two British vessels. It was stated to be absolutely clear that the Russians were wrong to take this action under the provisional Norwegian-Russian agreement.



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1. *Journal of Management Studies*, 1996, 33, 1, 1-14.

